

WINE AND SPIRIT MERCHANT
CHAZALON & CO.
MAKERS AND FRENCH PRESERVES IMPORTERS.
6, QUEEN'S ROAD.

The China Mail.

ESTABLISHED 1845

St. GEORGE'S BUILDING
DISS BROS.,
Tailors.

No. 13,449

號四十五月五年大零百九千一英

HONGKONG, MONDAY, MAY 14, 1906.

日一廿月四年午丙

PRICE, \$3.00 Per Month

GERMAN BEER.
Large Stock on Hand of
AUGUSTINER BRAU
AND THE CELEBRATED
KULMBACHER BIER.
Per Case of 6 doz. pils...\$18.00.
Per Case of 4 doz. qts...\$18.00.
MAGEWEN, FRICKEL & CO.,
1915 3, DUDDELL STREET.

Intimations.
SITUATION WANTED.
YOUNG EXPERIENCED ACCOUNTANT.
TANT, with good knowledge of Shipping, Insurance and Typewriting, having all necessary to spare, would be glad of engagement.
Apply to
Care of 'CHINA MAIL' Office,
Hongkong, May 2, 1906. 913

DOCTOR WANTED.
To act as SURGEON on an Emigrant Steamer.
For particulars, apply to
C. CHAMPEAUX,
Agent Messageries Maritimes Co.,
Hongkong, May 8, 1906. 920

WANTED.
By a Lady, BOARD and RESIDENCE in KOWLOON.
British family and Tennis Court preferred.
Apply to
C. M.
Care of 'CHINA MAIL' Office,
Hongkong, April 24, 1906. 869

NOTICE.
TAKE NOTICE THAT from and after this date ALL RECEIPTS FOR PAYMENTS for goods obtained from the undersigned firm must be signed by Mr. H. T. CHUNYUT, Manager, only, on behalf of this firm, until further notice.
Dated this 10th day of May, 1906.
WING SUN & COMPANY.
TAILORS AND OUTFITTERS,
No. 64, QUEEN'S ROAD CENTRAL.
985

THE CHINESE ENGINEERING AND MINING COMPANY, LIMITED.

AN INTERIM DIVIDEND of 1/- per Share, Free of Tax, for Account of the twelve months ending last February, has been declared by the Directors of the above Company. Coupon No. 6 is payable immediately at the Chartered Bank of India, Australia and China, and the Russo-Chinese Bank at Tientsin and Shanghai.
SHEWAN, TOMES & CO.,
Agents.
Hongkong, May 1, 1906. 916

'THE WORLD'S NEWS'
(SAI KAI KUNG YIK PO)

A LEADING CHINESE PAPER.
Wide Circulation in Hongkong and South China.
Superior Medium for CHINESE ADVERTISING.
BLOCKS MADE, HALF TONING, AND
PRINTING A SPECIALITY.
Orders Promptly attended to.
161, DES VŒUX ROAD CENTRAL.
Hongkong, March 12, 1906. 692

WILLIAM MACLEOD, D.D.S.
ENGLISH DENTIST.
1, CAMERON ROAD, KOWLOON,
1st Floor, Kowloon Dispensary. 1899

THE POPULAR SCOTCH

'BLACK AND WHITE'

JAMES BUCHANAN & CO.
SCOTCH WHISKY DISTILLERS
By Appointment to
H.M. THE KING
AND
H.R.H. THE PRINCE OF WALES.
Supplied at all the Leading Clubs and Hotels, and to be obtained from All the PRINCIPAL STORES.

W. S. BAILEY & CO.
ENGINEERS & SHIPBUILDERS.
WORKS: KOWLOON BAY.
OFFICES & STORES: No. 20, CONNAUGHT ROAD.
HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.
JOINT SERVICE OF THE HONGKONG, CANTON, AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.
Hongkong-Canton Line.
s.s. HONAM, 3,983 tons, Captain H. D. Jones.
s.s. POWAN, 2,338 tons, Captain W. A. Valentine.
s.s. PATSHAN, 2,229 tons, Captain R. D. Thomas.
s.s. HANKOW, 3,073 tons, Captain J. J. Lloyd.
s.s. KINSHAN, 1,998 tons, Captain J. J. Lloyd.
Departures from Hongkong to Canton daily at 8.30 a.m. (Sunday Excepted), 9 p.m. and 10.30 p.m. (Saturday Excepted).
Departures from Canton to Hongkong daily at 8.30 a.m., 3 p.m. and 6.30 p.m. (Sunday Excepted).
These Steamers, carrying His Majesty's Mails, are the largest and fastest on the Line. Special attention is drawn to their Superior Saloon and Cabin accommodation.

Business Notices.
W. S. BAILEY & CO.
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These Steamers, carrying His Majesty's Mails, are the largest and fastest on the Line. Special attention is drawn to their Superior Saloon and Cabin accommodation.

Hongkong-Macao Line.
s.s. HEUNGSHAN, 1,998 tons, Captain J. F. Morrison, s.s.s.
Departures from Hongkong to Macao on week days at 2 p.m., on Sundays at Noon, except when otherwise notified by Express.
Note:—During the Summer Months the time of leaving Hongkong to suit the tide at Macao. See Special Summer Timetable.
Departures from Macao to Hongkong daily at 8 a.m.

Canton-Macao Line.
s.s. LUNGSHAN, 219 tons, Captain T. Hamlin.
This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at 8 a.m., and leaves Macao for Canton every Monday, Wednesday and Friday at 7.30 a.m.

Canton-Wuchow Line.
s.s. SAINAM, 588 tons, Captain J. Wilcox.
s.s. NANNING, 569 tons, Captain O. Butchart.
One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 a.m., and the other leaves Wuchow for Canton on the same days at 8.30 a.m. Round trips take about five days. These vessels have Superior Cabin Accommodation and are lighted throughout by electricity.
Further particulars may be obtained at the Office of the:—
HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.
Hotel Managers, (First Floor), opposite the Hongkong Hotel.
Or of BUTTERFIELD AND SWIRE.
Agents, CHINA NAVIGATION CO., LTD.

PACIFIC MAIL STEAMSHIP COMPANY.
OCCIDENTAL AND ORIENTAL STEAMSHIP CO.
TOYO KISEN KAISHA.
SAN FRANCISCO EARTHQUAKE.
PASSENGERS desiring to pass through SAN FRANCISCO are hereby informed that our RAILROAD CONNECTIONS and TERMINALS have suffered NO INJURY WHATSOEVER, from Earthquake or Fire.
We are prepared to handle all traffic with the same facility and dispatch as in the past.
Passengers will be furnished accommodation on our steamers until the departure of Trains.
Every care and attention will be bestowed on the travelling public by the Officials of these Companies, affording an opportunity to witness the City of San Francisco in its present state.
S. SILVERSTONE, Agent.
Hongkong, May 8, 1906. 963

PELHAM HOUSE.
PRIVATE HOTEL, CENTRALLY SITUATED.
THREE MINUTES' WALK FROM POST OFFICE.
SPECIAL TERMS FOR MONTHLY BOARDERS.
RATES MODERATE.
23, WYNDHAM STREET. 183

CANADA ACCIDENT ASSURANCE COMPANY.
HEAD OFFICE: MONTREAL.
THIS COMPANY issues the most Liberal and Clear policy ever offered in East. DOUBLE BENEFITS FOR TRAVEL, ACCIDENTS, FEVER, TYPHOID and SMALL-POX Covered. Policies written HERE, in any Currency.
HONGKONG OFFICE: 14, DES VŒUX ROAD CENTRAL.
GRANT AND LESLIE,
General Agents for China.
Hongkong, April 21, 1906. 692

'THE CITOPHONE.'
A HOUSE TELEPHONE.
CAN be fitted to existing Electric Bells. No extra wiring needed. As clear and distinct as an Ordinary Telephone.
Best Telephone for PRIVATE HOUSES, HOTELS, BOARDING HOUSES, OFFICES, HOSPITALS, etc., etc. Price very Moderate.
Can be inspected at the Offices of the Sole Agents:
LUTHERS, EINSTAMANN & CO.,
No. 2, PEDDER STREET.
Hongkong, February 5, 1906. 1380

'JANUS'
LIFE & ANNUITY INSURANCE CO.,
HAMBURG.
ESTABLISHED 1848.
ASSETS PER 31st December, 1904.
Mks. 53,400,000—equal to £2,000,000.

THE UNDERSIGNED, having been appointed GENERAL AGENTS of the above Company for Hongkong and China, are prepared to accept LIFE and ANNUITY INSURANCES, as well as to issue ACCIDENT POLICIES at the most liberal terms ever offered in the East.
SIEMSEN & CO.

WASHING BOOKS.
(In English and Chinese)
WASHERMAN'S BOOKS, for the use of Ladies and Gentlemen, can now be had at this Office.—Price, 50 Cents.
CHINA MAIL Office, 5, Wyndham Street.

Business Notices.
BELL'S ASBESTOS EASTERN AGENCY, LIMITED
(SOLE AGENTS FOR BELL'S ASBESTOS CO., LTD., LONDON).
SAVE FUEL BY COVERING YOUR BOILERS AND STEAMPIPES WITH
BELL'S ASBESTOS NON-CONDUCTING COMPOSITION.
ESTIMATES GIVEN FOR WORK FINISHED COMPLETE.
FOR SUPPLIED IN Bags of 1 cwt. each.
Office: 6, DES VŒUX ROAD.

LANE, CRAWFORD & Co.
LADIES' DEPARTMENT.

JUST RECEIVED A NEW SHIPMENT OF
SUMMER COSTUMES
IN MUSLIN, LINEN, COTTON, ETC.
LADIES' TRIMMED HATS
LATEST LONDON AND PARIS STYLES.
BLOUSES, UNDERSKIRTS, BOOTS and SHOES.
LANE, CRAWFORD & Co.

THE HONGKONG HOTEL.
UNRIVALED FOR COMFORT AND COUSINE.
THOROUGHLY UP TO DATE WITH EVERY MODERN LUXURY.
MODERATE TERMS AND NO EXTRAS.
H. HAYNES, Manager.

STAG HOTEL.
118, QUEEN'S ROAD CENTRAL.
A FIRST CLASS HOTEL, MOST CENTRALLY SITUATED.
Monthly Boarders accommodated on very Moderate Terms.
For Particulars, apply to
THE MANAGER. 1885

CHAMPAGNES
FROM
CHARLES HEIDSIECK.
PURVEYOR TO HIS MAJESTY KING EDWARD.
SIEMSEN & CO.,
SOLE AGENTS FOR CHINA AND JAPAN.
Hongkong, March 2, 1906. 450

THE OLIVER TYPEWRITER.
VISIBILITY.
SIMPLICITY.
DURABILITY.
UNRIVALED FOR DUPLICATING WRITING IN SIGHT.
UNIVERSAL KEYBOARD.
GRANT & LESLIE,
GENERAL AGENTS
FOR HONGKONG & SOUTH CHINA.
Hongkong, April 21, 1906.

CARLTON HOUSE HOTELS,
No. 8 and 10, Ice House Road.
EXCELLENT FURNISHED ROOMS.
COMFORT OF RESIDENTS AND THE CUISINE A SPECIALTY.
FOR TERMS, APPLY TO
THE MANAGER. 804

GREGOR & CO.,
19, QUEEN'S ROAD CENTRAL.

RHINE WINES
FROM
J. HEILBRONNER & CO.,
MAINZ-GERMANY.
HIGHEST AWARDS WHEREVER EXHIBITED.
2101

Business Notices.
GREEN ISLAND CEMENT CO., LD
PORTLAND CEMENT
In Casks of 375 lbs. net, \$4.75 per Cask, ex Factory
In Bags of 250 lbs. net, \$2.80 per Bag, ex Factory
Shewan, Tomes & Co.,
GENERAL MANAGERS. 285

FAIRALL & CO.
ARE SHOWING
NEW SUMMER COSTUMES AND MATERIALS
IN LINEN, MUSLIN AND CAMBRIC, ETC.
NEWEST STYLES IN TRIMMED HATS
NEW FLOWERS AND LACES.

HOTEL BALTIMORE LATE HOTEL AMERICA
2, WYNDHAM STREET.
A FIRST-CLASS HOTEL under European Management. NICELY FURNISHED, AIRY ROOMS, EVERY COMFORT FOR RESIDENTS AND TOURISTS. EXCELLENT CUISINE. Three minutes' walk from the Ferry Wharf. Terms Reasonable. Apply to
THE MANAGER. 1151

DISINFECTANTS! DISINFECTANTS!
NOW IS THE TIME TO USE THEM.
NESTOR FLUID
CHEAP AND RELIABLE.
In 1 Gallon and 5 Gallon Tins.
SOLE AGENTS:

VICTORIA DISPENSARY.
REMINGTON
TYPEWRITERS
WITH ALL REQUISITES.
SIEMSEN & CO.,
SOLE AGENTS.
Hongkong, March 2, 1906. 449

LEE LOONG & CO.,
FURNITURE STORE,
No. 14, QUEEN'S ROAD CENTRAL.
(Next Door to H. PRIOR & Co.)
ALL Kinds of FURNITURE, CARVED (ANTON BLACKWOOD, CROCKERY and GLASS WARE KITCHEN UTENSILS, etc., etc.) AT MODERATE PRICES. 178

W. BREWER & CO.
93 and 95, QUEEN'S ROAD.
NEW NOVELS BY ENGLISH MAIL.
That Preposterous Will, by L. G. Moberley ... \$1.75
The Race of Life, by Guy Boothby ... 1.75
The Interpreters, by Byrde ... 1.75
The Schooner's Daughter, by B. Harraden ... 1.75
The Path of the Pioneer, by D. Wyllard ... 1.75
Brownjohns, by M. Doarner ... 1.75
The Lapse of Vision Lady, by C. Marriott ... 1.75
Prince Charlie, by B. Delannoy ... 1.75
Pears' Cyclopaedia ... 80
Phil Conway, by Gunter ... 40
Hazzell's Guide to the New House of Commons ... 40
Jiu Jitsu ... 1.75

SCOTCH WHISKIES.
EXTRA SPECIAL FINEST LIQUEUR ... \$14.00.
V. O. S. (OLD MATURED) ... \$18.00.
FERRINTOSH (GREAT AGE VERY FINE) ... \$24.00.
Caldbeck, Macgregor & Co.,
WINE & SPIRIT MERCHANTS,
15, QUEEN'S ROAD CENTRAL.

Intimations.

1. **NAME** _____
 2. **DATE** _____
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DRINK - - -

THE ONLY GENUINE

TANSAN

WHICH BEARS THE NAME OF

J. CLIFFORD-WILKINSON.

BEWARE OF SPURIOUS
IMITATIONSWhich are unpalatable and sometimes
dangerous.

Per Case of 48 Pints	\$3.50
Per Dozen Pints	\$1.70
Per Case of 120 Splits	\$3.00
Per Dozen Splits	\$1.50

TANSAN
GINGER ALE.

Experts Testify That

TANSAN MAKES THE MOST
WHOLESALE AND
PALATABLE

GINGER ALE

IN THE WORLD.

Per Case 48 PINTS	\$7.75
Per Dozen PINTS	1.96
Per Case 60 SPLIT	6.25
Per Dozen SPLIT	1.30

SAMPLES ON APPLICATION.

SOLE AGENTS:

H. PRICE & CO.,

Wine and Spirit Merchants,

12, QUEEN'S ROAD CENTRAL.

POWELL'S

28, QUEEN'S ROAD

(Opposite the Clock
Tower).

SPECIAL

SILK and WOOL

SOCKS.

TAN,

SLATE

and

BROWN.

\$11.50

Dozen Pairs.

Very Comfortable Wear.

Wm. POWELL, Ltd.,

HONGKONG.

The SAVOY,

LIMITED.

QUEEN'S ROAD.

DRESSMAKING.

TRIMMED HATS

15 per cent off.

PARASOLS

25 per cent.

ALL PRICES

Marked in Plain Figures.

THE SAVOY, Ltd.

TO SMOKERS.

It is a well-known fact, admitted by the EGYPTIAN CIGARETTE MANUFACTURERS themselves, that Cigarettes imported from Egypt are made from TURKISH TOBACCO, which is subject to a heavy Import Duty in Egypt. Hongkong being a Free Port tobacco can be imported free of duty.

Two Good Reasons why it is advantageous to Smoke Egyptian Cigarettes.

1. Cheapness of my Cigarettes compared to imported cigarettes, owing to tobacco being admitted duty-free into Hongkong, and that you are buying direct from the Manufacturer, doing away with middleman's profits.

2. Freshness of my Cigarettes, as they are made daily for each day's consumption, which makes it impossible to have an old stock of Cigarettes, as is very likely with imported Cigarettes.

The following is a list of my Cigarettes made from the Best Turkish Tobacco at from 40% to 50% cheaper than imported cigarettes of equal quality.

NAME	SIZE	ACRES OF LEAF	PRICE PER 100
Great Britain.....largest	50	50	\$4.51
Venus.....large	50 & 100	50	3.00
Hongkong Club.....large	50 & 100	50	3.00
Admiral.....medium	100	100	2.80
Princess.....gold tipped (ladies).....small	100	100	2.60
Fleur de Orient.....with tubes (ladies).....small	100	100	2.00
Military (gold tipped).....medium	100	100	2.00
Germania.....medium	100	100	1.80
Paris.....small	100	100	1.60
The Peak Tramway.....medium	100	100	1.50
Emperor of China (gold tipped).....medium	100	100	1.20
Luigiano.....medium	100	100	1.00

We also make cheap cigarettes of second-grade Turkish Tobacco at \$6.00 per 1000. Minimum Quantity sold—1,000.

To Messrs. Clubs, Hotels and all large Buyers, Special Terms are allowed.

T. E. P. SPYROPULOS,

9, Beaconsfield Arcade.

(OPPOSITE THEATRE ROYAL).

PARIS TOILET CO.

13, QUEEN'S ROAD CENTRAL,

Under Connaught House.

JUST RECEIVED

ANTISEPTIC
BLOC.

NO more PIMPLES, or IRRITATION after SHAVING, this preparation will be found very useful for Gentlemen who shave themselves.

SUBSCRIPTION FOR SHAVING, etc., TAKEN BY THE MONTH.

ALL KINDS OF
HAIR WORK DONE.
Hongkong, April 25, 1906. 451



ESTABLISHED A.D. 1841.

A. S. WATSON
& Co., Ltd.

WINE & SPIRIT MERCHANTS.

SCOTCH WHISKY.

WATSON'S

Celebrated

E BLEND

VERY OLD LIQUEUR

SCOTCH

WHISKY.

A blend of the finest WHISKIES distilled in SCOTLAND

OF GREAT AGE,

MELLOW AND FINE
FLAVOUR.

Pronounced by Connoisseurs to be the BEST WHISKY in the FAR EAST.

Per Dozen \$16.50.

The following are also recommended, and are unsurpassed in quality and price:—

- Per Doz.
- A.—Thorne's Blend ... \$12.00
 - B.—Glenorchy, Mellow Blend, a fine 'Soda' Whisky of great age 12.00
 - C.—Aberlour-Glenlivet 13 50
 - D.—H.K.D. Blend of the Finest Old Malt Scotch Whiskies .. 16.00

A. S. WATSON & CO.,
LIMITED.

WINE AND SPIRIT MERCHANTS.

ALEXANDRA BUILDING

BIRTHS.

EVANS.—On May 5, 1906, at Yanchow to Dr. and Mrs. P. S. EVANS, Jr., a Daughter.

ZIMMERMAN.—On April 29, at 178, Babbington Well Road, the wife of Mr. M. Zimmerman, of a Son.

DEATH.

STROUT.—On May 8, at Shanghai, Walter Gordon Strout, aged 27 years.

MEMOS. FOR TO-MORROW.

11 a.m.—Auction of Miscellaneous Goods, &c., at Mr. F. Kiene's Sales Rooms.

Amusements.

9 p.m.—Performance at City Hall.

Miscellaneous.

Goods per *Gaokow* undelivered after this date subject to rent.

Goods per *Roon* undelivered after this date will be landed.

General Memoranda.

WEDNESDAY, May 16.—

Goods per *Catherine Apoor* undelivered after 4 p.m. on this date will be landed.

THURSDAY, May 17.—

2.30 p.m.—Auction of Household Furniture, &c., at Mr. F. Kiene's Sales Rooms.

3.30 p.m.—Meeting of Medical Missionary Society at College Amphitheatre, Canton.

MONDAY, May 21.—

Goods per *Salsie* undelivered after this date will be subject to rent and landing charges.

MONDAY, May 28.—

Noon—Auction of Leasehold Property, at Messrs. Hughes & Hough's Sales Rooms.

WEDNESDAY, May 30.—

5.15 p.m.—Meeting of V.R.O. at Kowloon.

THURSDAY, June 14.—

11 a.m.—Auction of Complete Cement Factory, at Hongkong and Kowloon Wharf & Godown Co.'s Premises, Kowloon.

The China Mail.

HONGKONG, MONDAY, MAY 14, 1906.

WEI-HAI-WEI.

ACCORDING to a telegram from Peking which has been received by our native edition, the *Chinese Mail*, and which we reproduce to-day a settlement has been arrived at between the British and Chinese Governments in regard to Wei-hai-wei. It will be recalled that Great Britain obtained a lease of the port and portion of the hinterland in 1898 "for so long a period as Port Arthur shall remain in the occupation of Russia." With the surrender of the fortress of Port Arthur to the Japanese it seemed to the layman that Great Britain, according to the letter of her agreement, would be compelled to hand Wei-hai-wei back to China. However, it was generally surmised that some understanding had been arrived at by the Governments concerned which would confirm Great Britain in her possession. The telegram we publish to-day, however, declares that the British Government has agreed to the termination of the lease upon certain conditions rendered necessary in the interests of her nationals who have commenced operations at Wei-hai-wei and in the vicinity in the belief that they were not likely to be disturbed for a considerable time. Apparently the Hong authorities have come to the conclusion that the Anglo-Japanese alliance obviates the necessity for a suitable naval harbour in North China and the better protection of British commerce in the neighbouring seas which were the grounds upon which the lease was originally sought and obtained. This is a continuation of the policy of which the first indication was the withdrawal from this station of the fleet at battleships. Whether this policy is entirely justified can only be shown by the future. It was much easier to obtain concessions in 1898 than it is to-day and it may be that, in the future, if Great Britain feels the necessity for a base north of Hongkong, she will have considerable difficulty in obtaining it. Still, at the present time, there does not seem much prospect of such necessity arising, and it may be that the abandonment of a privilege of dubious utility and which involved an appreciable amount of unproductive outlay is to be justified. Great Britain is to be compensated for the money she has expended in fortifying and improving Wei-hai-wei, so she will not be out of pocket as a result of her eight years' occupancy of the port.

Should the Royal families of Europe ever suffer from catastrophes such as that which befel Anthony Hope's King of Ruritania, making it necessary to find some substitute for the missing monarch, Melbourne (says an Australian journal) could supply the want for most of them. Chief Officer Stein, of the Metropolitan Fire Brigade, could pass in moments of repose for the reigning King of England; and Mr. Mountain (the city surveyor) is so like the Heir to the Throne that when he goes to England to inspect garbage-distributors, he will probably find a chair of State awaiting him in every municipality. Should the crisis occur in Germany, Alderman "Bill" Burton might be smuggled into the fatherland to represent a reincarnation of Kaiser Wilhelm the First; and if German philosophy rejected this suggestion, there is a chemist in Brunswick-street whomight easily do. As for Spain, if disaster were to overtake King Alfonso, Princess Ena need not be disappointed. Among the East Melbourne Harriers there is a lanky youth who must show his birth certificate before you will believe that he is not Alfonso's twin brother.

Russia has now got a Parliament of her own. She has been shrieking for a deliberative assembly for a long time and has emphasised her desire to place whatever fearsome letters indicate M. P. in Russian after the names of her popular personages, by heaving bombs promiscuously around. She behaved in a word much as did the disconsolate infant in a well known pictorial advertisement, who evidently was unable to achieve complete beatitude until he got it. It is one of the most saddening features of life that nothing seems quite so valuable after it is attained. We are ever striving to obtain possession of something which, when possessed, loses most of the charm which remoteness lent it. Perhaps it will be so with Russia and her Parliament. The British people have always professed a superlative appreciation of the excellencies of an elective body, but we must in candour admit that sometimes they are not very respect-worthy institutions. On the Continent deputies have a playful habit of pulling each others noses or heaving inkpots at the President when he happens to give a ruling with which they disagree. Even in England instances have been known of brawling which demanded the intervention of the picturesque and necessary policeman. It is notorious that in America Congress is regarded in many quarters as a money-making body. The newspapers openly accuse Senators of taking bribes and disregarding the interests of the people in order to assist the trusts by which they are subsidised. It may be of course that the Russian Parliament will be an embodiment of all the virtues. But it hardly looks like it. We are told to-day that the first proposition made after the formal opening was that the troops should be thrown open. This suggests that the honourable member who made the suggestion was feeling lonely and wanted some of the society to which he was accustomed.

The "Nanfangpao" says that the official gentry, who are undertaking the construction of the railway from Kashgar to the capital of Chinese Turkestan, are considering the advisability of extending the railway southward with a view to transporting the "farm produce of that district. The Throne has approved Yuen's plan for extending the Peking-Kalgan railway to Kulum in Mongolia.

Policemen Assaulted.

Two American seamen from the U. S. S. "Barry" were convicted, at the Magistracy this morning, on charges of assaulting a watchman and assaulting the police. They were stated to have assaulted the Indian watchman at Watson's Kowloon Dispensary and when four constables came to his assistance turned their attention to them. One of the men had snatched the watchman's baton and with it struck Constable Langman over the head, causing a wound that had to be attended to at the hospital. The men were sentenced to a month's imprisonment with hard labour and ordered to pay \$10 as compensation.

A GOOD SUGGESTION.

MR. F. A. U.S.A. has written the manufacturers that much better results are obtained from the use of Chamberlain's Colic, Cholera and Diarrhoea Remedy in cases of pain in the stomach, colic and cholera morbus by taking it in water as hot as can be drunk. That when taken in this way the effect is double in rapidity. "It seems to get at the right spot instantly," he says. For sale by all chemists and druggists.

BY TELEGRAPH. BY TELEGRAPH.

WEI-HAI-WAI.

RETURNED TO CHINA.

Terms of the Agreement.

(Chinese Mail's Service.)

PEKING, May 13.

Before departing for Home, the British Minister at Peking, Sir Ernest Satow, has concluded with Tong Shoyi, President of the Waiwupu, an agreement with respect to Wei-Hai-Wai, the terms of which are as follows:—

1. On account of the entire cordiale existing between China and Great Britain, the latter country is willing to return Wei-Hai-Wai to China, to be held as a naval base.
2. All money expended by Great Britain in the development of the place to be refunded.
3. Wei-Hai-Wai cannot be leased to any other power without the consent of Great Britain.
4. Trained soldiers are to be stationed at Wei-Hai-Wai for the protection of European and Chinese residents.

LOCAL AND COAST NEWS.

As a result of China's adhesion to the Tibetan Convention (the proposal to organise Tibet into a province of the Empire has been dropped).

H. H. Yang Shih-hsing has telegraphed to the Waiwupu that he has succeeded in recovering the control of the railway along the Hsiao-singho canal from the Germans.

There were 222 European, and 140 Chinese visitors to the City Hall Library, and 105 European and 3,351 Chinese visitors to the Museum during the week ended 13th May.

The "Nanfangpao" states that Mr. Pokoff has notified the Waiwupu that the Russian Government has dispatched an official to mark out and survey the Pamir frontiers, and requested the Chinese Government to send deputies to co-operate in the demarcation. The Waiwupu has given the necessary instructions.

The "Nanfangpao" states that the Waiwupu has been informed by the British Minister that the Dalai Lama has gone to Mongolia from Hainjingo in Kansu with the object of inciting the Miaoze rebels to combine with the Tibetan savages and start a revolt. The Miaoze are becoming restless and the Waiwupu is requested to ask the Throne to proclaim by decree the guilt of the Dalai Lama and to appoint another Lama in his place.

The Langkat Dividend. Messrs E. S. Kadoorie and Co. are in receipt of telegraphic advices from Shanghai informing them that the Miaoze rebels in Langkat, Limited, have declared a second interim dividend of 7 1/2 per share.

The Great Thirst.

If there are still any theatre goers in the Colony who have not seen the Great Thirst.

etion the news that he is to give four more entertainments at the Theatre Royal should come as welcome intelligence. The long-thrashed stay here has been brought about by the change of dates at Canton. The usual evening performances will be given to-night, Tuesday and Wednesday evenings, and a matinee will be given on Wednesday afternoon. Prices of admission have been greatly reduced, and it is expected that crowded houses will continue.

The Protection of the Yangtze.

A Nanking despatch states that their Majesties have granted a Rescript sanctioning the recommendation of H. E. Chou Fu, Viceroy of the Liangkang provinces, for the immediate construction of three great modern forts in the vicinity of Poyang Lake, and thorough repair of the forts along the banks of the Yangtze within the boundaries of the Liangkang Viceroyalty, the expenses for which are to be defrayed, proportionately, by the treasuries of the three provinces constituting the Viceroyalty, viz., Kiangsu, Kiangsi and Anhwei.

LAME BACK.

THIS ailment is usually caused by rheumatism of the muscles and may be cured by applying Chamberlain's Pain Balm two or three times a day and rubbing the parts vigorously at each application. It thus does not afford relief kind on a piece of flannel slightly dampened with Pain Balm, and quick relief is almost sure to follow. For sale by all chemists and druggists.

CHINA AND THE CUSTOMS.

PROTEST FROM MINISTERS.

(From Our Correspondent.)

SHANGHAI, May 14.

The British and American Ministers at Peking have protested against the appointment of the Chinese Commissioners of Customs on the ground that it entails the suspension of Sir Robert Hart.

RECENT APPOINTMENT
CONFIRMED.

(Chinese Mail's Service.)

PEKING, May 13.

The appointment of Tang Shao-yi and Tieh-Liang, as heads of the Imperial Maritime Customs, has been confirmed by Imperial Edict.

[On May 10 we published a telegram from Shanghai announcing that these officers had been appointed.—Ed., C.M.]

WU TING-FANG.

WANTS TO RESIGN.

(Chinese Mail's Service.)

PEKING, May 13.

Wu Ting-Fang, President of the Board of Punishments, has memorialised the Throne, tendering his resignation in order that he might visit the south of China for the purpose of repairing his family's ancestral tomb. The memorial has not been approved but Wu Ting-Fang has been granted three months' leave of absence.

THE LANCHANG

MASSACRE.

TERMS OF SETTLEMENT
OPPOSED.A Reconsideration Decided
Upon.

(Chinese Mail's Service.)

PEKING, May 13.

Li Chuk Wa has memorialised the Throne strongly objecting to the terms of the settlement recently concluded by Liang Tun in connection with the Nanchang Massacre.

The Peking Government has decided to seriously reconsider the whole matter upon the arrival of the French Minister.

Liang Tun Yin has been ordered by Imperial instructions to be brought before the board for investigation.

Tsoi Kin Toi has memorialised that the people of Nanchang have unanimously decided to engage lawyers to fight the case on behalf of the murdered magistrate.

The memorial has been handed over to the Board for investigation.

Settlement of the British Case.

A northern paper is informed that Sir Ernest Satow has already arrived at the following conclusions with H.E. Tang about the settlement of the Nanchang affair.

- 1.—The payment of £100,000 partly as compensation for the murder of the British missionary Mr. Kington and his wife and for the wounding of their oldest daughter, who afterwards died of her injuries; and partly for the rebuilding of the Protestant mission at Nanchang.
- 2.—The erection of a memorial monument at the scene of the massacre to show that Mr. Kington and his wife were murdered by a native mob in a case in which they were entirely innocent.
- 3.—The severe punishment of the four criminals who were captured at Nanchang some time ago and who had confessed their crime in participating in the murder of the British missionaries.
- 4.—The removal of the local officials at Nanchang for their failure to prevent trouble before-hand and save the lives of the missionaries afterwards. It is believed that Sir Ernest Satow has also acted with the Waiwupu concerning the free admittance of British warships to Poyang Lake hereafter for the protection of British subjects in the interior of Kiangsi, and the establishment of a hulk at Wuchang by Messrs. Butterfield and Swire of Hongkong. The Customs Agent Liang Tun-yen of Tientsin is assisting H. E. Tang Shao-yi in the negotiations with Sir Ernest Satow, while H.E. Liang-tung is aided by Colonel Cheng Chi-tung who was formerly first secretary to the Chinese Legation in Paris and who speaks the French language fluently, in discussing the French case with the French Minister.

BY TELEGRAPH.

COUNT LAMSDORFF.

RELIEVED OF HIS OFFICE.

(Exclusive Service, supplied by Reuters, via Bombay.)

LONDON, May 12.

It is officially announced that M. Izvolsky, Russian Minister at Copenhagen, succeeds Count Lamsdorff, who has been relieved of his functions.

(Count Lamsdorff was Russia's Minister for Foreign Affairs.—D. O. M.)

THE RUSSIAN DUMA.

PRESIDENT AND PRISONERS.

An Appeal to the Czar.

(Exclusive Service, supplied by Reuters, via Bombay.)

LONDON, May 12.

M. Murozoff, President of the Russian Duma, has had an audience with the Czar.

The President urged most strongly that an amnesty be granted to all political prisoners.

CHINA'S POSTAL SERVICE.

IMPORTANT CHANGES CONTEMPLATED.

(Chinese Mail's Service.)

PEKING, May 13.

The Peking Government is contemplating the advisability of appointing a Chinese official to take over the control of the Imperial Chinese Post Office.

CHINESE MISSION IN ENGLAND.

LONDON, May 11.

The King has received the Chinese Mission.

MISSIONARY WORK AND JAPAN.

LONDON, May 11.

The Archbishop of Canterbury, speaking at a meeting of the Society for the Propagation of the Gospel, said that Japan was one of the great fields for future missionary work.

THE EDUCATION BILL.

LONDON, May 11.

The Education Bill has passed the second reading by 410 to 204.

THE SINAI DISPUTE.

The Issue at Stake.

LONDON, May 11.

Sir Edward Grey said, in the House of Commons, that Turkey's claims had raised issues far beyond Tabakh.

The safety of the Canal could not be referred to arbitration, and the best way of defining the frontiers was a joint commission, as Great Britain had proposed.

Turkish Proposals Rejected.

LATER.

Yesterday, Tewfik Pasha, the Turkish Minister for Foreign Affairs, visited Sir Nicholas O'Connor, British Ambassador at Constantinople, and submitted certain proposals to him in connection with the Turco-Egyptian frontier.

The proposals were rejected by Sir Nicholas O'Connor, who insisted on an absolute compliance with the British demands, and reminded Tewfik Pasha that the tone of grace was drawing to a close.

Fleet in Readiness.

LONDON, May 12.

Admiral Lambert, with the "Thetis," "Perseus," and "Minerva" is at Port Said, awaiting orders.

Hopes of a Settlement.

It is understood that there are grounds for hoping the dispute is on the eve of a settlement.

AN AMERICAN REMEDY.

THERE is probably no medicine manufactured that can be found in more homes in the United States than Chamberlain's Colic, Cholera and Diarrhoea Remedy. It has been in general use for over thirty years and each successive epidemic of cholera and dysentery during this time has tested its merit and proved its superiority over all similar preparations. The reliability and promptness of this remedy have won for it the confidence of many physicians who often prescribe it in their practice. No case has yet been reported where its use has failed to give relief. This remedy is for sale in this city by all chemists and druggists.

LOS OF THE "CHUKONG."

Marine Enquiry.

A marine enquiry into the circumstances surrounding the foundering of the British steamer "Chukong" (Capt. Bright) was commenced at the Harbour Office this morning. The court consisted of the Hon. Capt. L. A. W. Barnes-Lawrence, R. N. (President), Lieut. C. K. McCallum, R. N. (H. M. S. "Tamar"), Capt. W. Dawson (H. M. S. "Laisang"), Capt. P. M. Brooke (H. M. S. "Laisang") and Capt. W. F. Turner (H. M. S. "Powhatan").

The clerk who issued the clearance for the "Chukong" at the Harbour Office gave formal evidence.

Mr. Bertram Rutter, the chief Engineer, was then called, and said that the "Chukong" left Hongkong on April 26 about 6.30 p.m. The weather was fine and the sea smooth until about 6.30 p.m. on the following day, when a strong north-east wind was met with; they were then off Swatow. The wind brought with it a strong sea, and at 8.30 p.m. the engines were slowed down and Capt. Bright informed witnesses he intended to go slow until the following morning. The vessel was pitching and rolling a lot but it did not strike witness as being out of the way; it was heavy for a boat of her description. The chief officer called witness at about 5 o'clock or a little before on April 28. He told witness the ship was in danger, and on getting up witness saw the vessel had a heavy list to port. Witness went into the engine room and found everything alright. The telegraph of the port engine was "full speed astern" and that of the starboard engine "full speed ahead." Witness went on deck to the bridge and the Captain told him they were in the trough of a sea, broadside on and that he wanted to get her level round and run before it. After trying to get the vessel round—until 5.30 p.m.—without success, the list increased until the starboard engine would not work.

Witness then reported to the Captain that they could do no more in the engine room, and he had sent the men from below on deck. The list increased until the vessel turned over at about 5.45 a.m.

The boatman had lunched in lifeboat just prior to the "Chukong" turning over. All the Europeans were on the bridge at the moment that the vessel took her final list, all being fully dressed but were without lifebelts. All tried to get a lifebelt for Mrs. Service, but were unable to. He believed there was a lifebelt in his room but he did not know and could not get it if it were owing to the list. When the vessel was level with the water witness jumped overboard, being picked up some minutes later by the lifeboat. It was no use trying to get back to where the vessel had gone down owing to the heavy sea. About 12.30 or one o'clock they reached Breaker Point.

There were eleven Chinese in the boat and two others were picked up by a German vessel.

By the President—The second engineer was in charge of the engines from 8 till 12, the third engineer from 12 to 4, but witness should have been called at 4, but witness thought the third engineer called the second. The pumping arrangements were satisfactory. There was no water in the engine-room when he went below about 5 a.m., and when he went on deck the Captain said there was three inches of water in the main hold. When witness was below he saw water coming through the engine room doors and through the port bunker from the main deck. Witness closed the door but it was not a watertight door. Witness looked at the main deck and found a good deal of water—about 3 to 4 feet against the ship's side.

There were no means of freeing the water from the deck that he knew of; there were cargo ports—two or three on each side—about five feet square. The cargo consisted of 1217 bags of rice and about 40 tons of coal for the engines. Of the coal 25 tons were stored in the after hold and witness believed the rice was stored in the holds, none on the deck. The starboard engine was stopped by witness because it would not work on account of the list to port, and when witness told the Captain, the latter rang the telegraph to finish. Water came into the engine room in considerable quantities. Witness could not say for certain whether steam was shut off the port engine or not; he did not shut it off.

Witness went below after the Captain rang "Finished with engines" and sent the men on deck.

The engineer on the ship stated that it was his duty to see that the ports and hatchways were properly closed and they were fastened with iron covers. He did not close the ports properly because he could not. He did not speak to anyone about it. He did not see any water come in through the ports, but saw it coming in the ash-ports. There were no covers for the ash-ports; there could not find any.

The boat's main was not examined. He was on deck about half an hour before the vessel went down. At 10 o'clock the previous night the wind was not strong, but when he was called at 5 o'clock he found the wind very strong and the sea rough. When he went on deck he got the "sampsun" ready because he saw there was danger. He was not told to do so. He got all four lifeboats ready, and when the ship turned over three floated, one breaking.

By Capt. Dawson—The ship was heeling over a little when he went on deck and the wind swept across her from the starboard side. The water got into the ship through the ash-ports. He put the crew on with buckets to bail the water from the lower deck, which was about two or three feet deep.

The Court found that the "Chukong" foundered owing to insufficient provision from the beam seas and the possibility of the cargo shifting.

SPORTING.

The Lawn Tennis Tournament.

R. HANCOCK DEFEATED.

One of the most interesting tennis matches seen on the Cricket Ground this year was that on Saturday afternoon, between T. B. Norris and R. Hancock. The latter, after his showing since his return from Hong, was expected to emerge from the contest victorious, though those who had seen anything of Norris's play realised that the time-time champion had been set a severe task. And so it proved, for Norris's play was extremely fine, and he succeeded in defeating Hancock, but it just so happened that Hancock was somewhat out of form, while Norris played in excellent style. Hancock opened the match with the service winning the first game fairly easily, Norris scoring only one point. Norris won the second and third games and reached 40/15 in the fourth, when Hancock by smart placing ran out, bringing the score two all. Splendid play was shown in the next game, which Norris won. A delightful rally in which both players showed to advantage, ended in Norris completely beating Hancock with a hard and fast ball, excellently placed on the outer line. Another game went to each of the players, then Hancock won the ninth, after deuce was called thrice. The tenth game and the set was won by Norris.

The second set was opened in similar manner to the first, Hancock winning the first game. Three games in succession fell to Norris, though Hancock put up a hard fight; then Hancock won the fifth. The remaining three games were won by Norris.

In the third set Norris opened by winning a low game. The second game was noted for the splendid volleying shown at close quarters, both players returning the ball closely. Hancock won the game but the next went to Norris, and the fourth to Hancock. The next three games were also won by Norris, and there was considerable interest as for the eighth game, the score being 5 to 2 in favour of Norris. The first two points went to Hancock, who commenced to smash somewhat wildly sending the two succeeding balls into the net, making the score 30 all. Hancock gained the two succeeding points and the game.

Having the service it was anticipated that Hancock would win the next game, and thereby give Norris a good tussle for the set. The first ball was returned into the net by Norris, the second he put over smartly and Hancock returned too hard, the ball going well behind the court. Again Norris returned into the net, and the fourth point was won by Norris through Hancock misjudging the force required to land the ball inside the court. The score was then thirty all and Hancock dispensed his supporters by failing to return an easy ball, sending it into the net instead. He secured the next point, Norris returning an extra fast one with slightly more vim than necessary and the ball went behind. The next two points were won by Norris and amid applause the match concluded, Norris winning each set.

It is questionable whether any of the succeeding games will provide the same amount of interest as that just concluded. Despite the fact that Hancock's supporters still did not think he was in his best form, it did not seem to be asserted that he was altogether off. At times he rose to the occasion by returning and placing well, but Norris was always better. Towards the end Hancock began to smack recklessly, which accounts for his poor showing in the last. Norris's play was a treat to watch. His placing was fine. He hardly appeared to move from one position for several strokes, while he had his opponent crossing from corner to corner. His judgment was seldom at fault.

Another Championship match was played on Saturday afternoon, between F. C. Zehrmann and R. Macpherson. It was unfortunate that both games occurred on the same day, as after watching the Hancock-Norris game the Macpherson-Zehrmann game was very slow. Still some good strokes were shown and the game ultimately went to Zehrmann.

The results of the tournament up to date are as follows:—

CHAMPIONSHIP: Second round—T. B. Norris beat R. Hancock 6/4, 6/2, 6/3; A. Boyd beat F. C. Zehrmann, 6/2, 6/3, 6/2; F. C. Zehrmann beat L. J. G. 6/3, 6/1.

SINGLES HANDICAP (A Class): First round—E. Humphreys beat J. H. Chalmers, 6/2, 6/2; Second round—A. Boyd beat W. C. D. Turner 6/3, 3/6, 6/3; L. N. Murphy beat R. E. Q. Bird 6/8, 6/3, 6/3; T. B. Norris beat F. C. Zehrmann 6/4, 6/4; E. Humphreys beat P. Guerout. Third round—A. Boyd beat L. N. Murphy, 6/4, 7/5.

SINGLES HANDICAP (B Class): First round—H. Kendall beat H. M. Bain, 6/4, 6/2. Second round—A. O. Brown beat A. H. Leing, 6/4, 6/4; R. M. Keck beat a forfeit from W. A. Dowling. J. L. McPherson beat G. W. Tullidge, F. O. Davis beat G. A. Woodcock 6/6, 6/1. Third round—A. O. Brown beat R. Pearson 6/2, 7/5; J. L. McPherson beat F. O. Davis, 6/4, 7/5.

DOUBLE HANDICAP: Second round—Capt. Crispin and R. Macpherson beat H. W. Rade and H. G. C. Bailey, 1/6, 9/7; A. W. J. Penke and E. O. Davis received a forfeit from Capt. Crispin and R. Macpherson. Third round—A. W. J. Penke and E. O. Davis beat R. A. W. G. D. Turner and E. A. Ram defeated P. J. O. Quicks and E. P. H. Lang, 6/1, 6/2; O. C. Bailey and D. Clark beat E. B. Foreman and K. V. D. P. 6/3, 6/3; R. D. Atkinson and G. H. Morrell beat E. Pearson and L. E. D. P. 6/3, 6/3; W. Woodward and J. G. G. B. E. Beavis 1/6, 6/4, 6/1. Third round—R. Hancock and F. C. Zehrmann beat T. B. Norris and H. Pinckney 6/3, 6/2, 6/1.

PROFESSIONAL PAIRS: First round—Drs. Kell and Swan beat R. Henderson and T. E. Pearce, 4/4, 6/2, 6/1. Second round—Jrs. Koch and Swan received a forfeit from W. A. Dawley and P. K. Knyvet. A. Boyd and R. Macpherson beat R. E. O. Bird and A. O. Brown 7/6, 6/2; G. A. Hastings and H. G. C. Bailey received a forfeit from Lieut. Dobbin and Capt. Crispin; A. G. M. Fletcher and P. P. J. Woodhouse beat E. J. Grist and C. E. L. Beavis 1/6, 6/4, 6/1. Third round—R. Hancock and F. C. Zehrmann beat T. B. Norris and H. Pinckney 6/3, 6/2, 6/1.

TRAGEDY AT THE CITY HALL.

A Constable's Death.

A most unfortunate accident occurred at the City Hall on Saturday night resulting in the death of Police Constable Aaron Williams. The people were just coming out of the theatre, at about 11.30 o'clock, and a tragedy had occurred almost in their midst, when the report was circulated that a European Constable had fallen out of a window and had been killed. This proved to be the case, and the unfortunate man was found lying in the side channel in Wardley Street, and it was at once evident that he was in a dying condition.

Apparently what had happened was that the deceased had gone to sit or lean against the window sill and by some means had overbalanced and fell on to the stones below, his head striking the side of the water channel. The deceased had a very bad wound on the side of his head, which must have amounted to a fractured skull, and from this blood was flowing very freely.

Amongst the people who came to see what had happened was a petty officer from H. M. S. "Diamant" who at once proceeded to render first aid. He washed the constable's face with some water brought from the City Hall in a fire bucket and endeavoured to restore respiration but although the deceased appeared to breathe a little more freely he was too far gone to have any chance of recovery. After a considerable delay an ambulance arrived and the deceased, who had by this time expired, was removed.

Constable Williams had been a member of the police force for about four years. He was previously a private in the Welsh Fusiliers and saw service at the relief of the Foreign Legations at Peking. He was also a Freemason, being a member of the Naval and Military lodge.

CORRESPONDENCE.

A PEAL OF BELLS.

(To the Editor of the "CHINA MAIL.")

SIR—As it might appear from the wording of the Reverend A. J. Stevens's letter in your issue of 11th May, that I am providing a peal of bells for the new church at Kowloon, will you kindly permit me to say that this is not so. The bells will be paid for by subscriptions which I am collecting. Yours etc., EDWARD OSBORNE.

Hongkong, May 14, 1906.

(The Rev. A. J. Stevens also writes (too late for insertion in full) pointing out his mistake, but thanking Mr Osborne all the same.—Ed. C. M.)

EXPLANATION.

(To the Editor of the "CHINA MAIL.")

SIR—In your report of Saturday's Meeting of the Electric Lighting Committee Mr G. Curry is alleged to have been present. Will you please notify in your next issue that this gentleman is not identical with the writer.—Yours, etc., GEORGE GREY, Local Secretary, Hk. and China Gas Co., Ltd. Hongkong, May 4.

A SNAKE YARN.

(To the Editor of the "CHINA MAIL.")

SIR—I write you to draw attention to a strange incident, connected directly with "seeing snakes" which came under my observation yesterday. Accompanied by two others, neither of whom as far as I know are much addicted to spending Saturday evening in a manner likely to induce oviparian visions the following day, I was swimming under the lee of Stonecutters' Island when I beheld—the sea serpent. At all events he was a serpent of sorts and if he was not half a mile long he might have become so if his promising career had not been cut summarily short. Unluckily for him one of my gallant companions pursued him with much vigour, and an oar, and driving him shore, by a dexterous strategic movement turned his flank and simultaneously dropped the oar earnestly on his neck. I am inclined to believe that the reptile was not of an edible species as the yacht "boy" sniffed a dignified refusal when it was suggested he would be permitted to "chew" him. It was the first time in my experience that he had refused anything in the way of provender.

Seriously, Sir, I think that attention might well be directed to the fact that there is an element of danger connected with bathing in the adjacent waters which should be borne in mind. Particularly would it be perilous to bump against one of these snakes in the dusk or in the semi-darkness. I am not sufficiently up in natural history to affirm that the snake which came to an undistinguished end yesterday was venomous or not, but he certainly had the will to do mischief, judging by the way he spouted out several inches of tongue at my intrepid friend. Possibly he was a land snake who was enjoying a dip as were we. A singular fact is that, when coming up the harbour, we saw two more, one swimming around apparently having a generally good time, the other being protestingly lashed into a junk. Once again, Sir, for the sake of a snigger I may assert that I fully believe that my companions do not wish undue frequency look upon the view when it is the correct colour and as for myself my habits can be gauged from my pseudonym which I now have pleasure in subscribing.

P. S.—The snake was over 4 ft long. Hongkong, May 14.

ECONOMY IN THE END.

A remedy will cure your cold and perhaps save a doctor's bill later. It always cures and cures quickly. For sale by all chemists and druggists.

APPALLING FLOOD IN HUNAN.

Terrible Loss of Life and Property.

Hankow, May 4.

From the beginning of the second week of April to May 2 it has almost incessantly rained. The rivers up-country even early in April were the highest that I have ever seen this, though that does not say they had then reached their maximum. Yet an up-country rise, where the river valleys are usually narrow, is a very different thing to an abnormal rise in the great lower valley of the Siang River. This valley, except in a few parts where hills approach the river banks, is a great alluvial plain. backed by hills in the distance. Doubtless it was once all connected with the Tong Ting Lake, but has been gradually silted up, in the same way as that lake is now silted up before our eyes. Generally speaking the river bank is surrounded by dykes gradually increasing in height as the river flows on down to the Lake, where it finds its level, the surplus water running out into the Yangtze. The area drained by the Siang and its tributaries consists of a large part of the Hunan province, and part of Kwangsi, receiving most of the water from the slopes of the Nanling Mountains. The Yun River also drains into the Tong-Ting lake, and this has probably also been in flood.

The dykes mentioned above are usually enough to restrain the waters of ordinary floods within the banks. This would be when there is about 25 ft of water at Changsha. The dykes vary in height, as far as my observation goes from five to fifteen feet. On April 25 the river was running high. On April 23 grass and sticks began to come down showing that it was over the dykes in the upper part of the great valley. That day the water rose about five feet. Houses now began to be submerged, and villages to become islands of trees and houses. By April 28 the water had risen at Changsha to 34 ft. which meant that the water was generally up to the roofs of the houses all through the Siang Valley.

It was appalling to see the sights as I passed down the valley. Even where higher land was available the Chinese seem to have such a love for the level that they were bitterly pining for their wretched hovels. Where there was no high land available their condition was pitiable in the extreme. Here was a dump of trees surrounding some houses, standing out of the surging waters, the inhabitants either huddled on some boat or pier, or frantically calling for a boat that was never likely to come.

On April 23 the whole valley of the Siang was deep under water, the floods passing over the dykes in fierce torrents, the roaring of which could be heard afar. On that date the great city of Siangtan, the terminus of the river steamer, thirty miles South of Changsha, was beginning to be submerged. The riverine houses had water in to their second stories, the main street being impassable to foot passengers. All business was at a standstill. At Changsha the water was entering in at the city gates, all without being deep in water. The great stone had water almost up to their ceilings, their owners floating about in sampans amidst the remains of their goods. The floor of the Custom house, on its raised platform, was a few inches out of the water. The island opposite Changsha seemed to be completely under water, for boats were everywhere appearing among the trees. This was a terrible state of affairs, being quite a novel one to the people of the province. Since that date the river has risen about another ten feet, it being now well over forty feet.

It is now not grass that clogs the anchor chains but houses in all states of desolation. The river is full of wreckage. The extra rise with a little wind has destroyed the dwellings of the people. Where are the people? Unless saved in boats, which can only have been the lot of a proportion, they must have perished. The dykes of the lower Siang have gone now, and crowds of people are to be seen huddled together on pieces of the dykes that remain intact. How long can they remain in such a state?

The torrents tearing through the breaks are rapidly filling up all the back country and what then?

It is horrible to think of the fate that must have met many, if not even tens of thousands, for I cannot conceive how the populace can have escaped from such an appalling rise of the waters. The very highest Yangtze flood will not make the water nearly so high as in the parts I am writing about. I fear it must have already meant wholesale destruction.

To give an idea of the rush of the waters and the amount of wreckage coming down I may mention that several lesser size pontoon boats have carried away, and have been no more. Also a large hawk. These all from Changsha. The Japanese Company's pontoon dragged her forward anchor, the steamer alongside having much difficulty in getting clear. Business has entirely ceased. The water is high up the windows of the Changsha Custom house. It is almost impossible to get out of the city gates which, those who have seen them will remember to be as fine as any city gates in central China.

For Kiangtan I have the greatest fears. The folk there are possibly not been able to return from Hugsiao) the Alliance and United Evangelical Missions must have long ago had to retire to their upper floors. The Presbyterians in their houses at the back of the city may have fared better, but as nothing in Siangtan lies high, except a small hill some distance along, the conditions there must be terrible in the extreme.

This disaster has fallen upon the great rice growing district of Hunan. It is quite true that the rice has not yet been planted out, but at the best all seed beds will have to be re-sown. Where is the seed to come from, supposing that the planters have escaped? Where are the animals that will have to replough the land? From what ever point of view it is seen to be an appalling calamity. There will certainly be ample room for all the aid that can be given either to buy seed, or it may be food for the survivors, or to help them re-settle.

Would it not be well to open a fund at once for subscriptions? Time in these matters is so precious. I admit that do arrangements have yet been made for relief, for all foreigners in the Siang Valley are as yet close prisoners. But as soon as possible I do not doubt they will do what they can to relieve the distress.

It would be a great encouragement to them, as well as enabling them to get to work at once, if funds were already in hand. I therefore, beg to suggest that you, Mr. Editor, open your columns for contributions. Details of administration can be left for a few days, until communication is restored.

LOUIS BYRNE.

We will be pleased to acknowledge any subscriptions that might be forwarded by the charitably disposed towards this most worthy object.—Ed. C. M.

SOCIAL AND PERSONAL.

Leave of absence to the neighbouring countries on private affairs has been granted to Capt. G. Bodham-Thornhill, Royal Garrison Artillery, from 16th May to 15th July, 1906.

What should prove a very interesting series of entertainments is to be given at the City Hall on the evenings of Thursday, Friday and Saturday next. The proceeds are to be in aid of the Okyama Orphanage, Japan, and the Orphanage band will take part in the programme. Pictures will be shown of the late Russo-Japanese war, with some scenes of the Orphanage and numerous other pictures. Amongst the war pictures are scenes representing "A Naval Engagement in the Japan Sea," "Fighting in the Yalu River," "Naval Engagement off Port Arthur," and "Admiral Togo's Entry into Tokyo." The box plan is at Robinson's and Mr S. Minami of the Mitsui Bussan Kaisha will be pleased to accept any donations in aid of the Orphanage, which is doing a great deal of good work.

The death occurred at Sydney, N. S. Wales, on April 20 of Mr Robert Brough, the maker of comedy classic in Australia, who was also well known locally. The Brough-Flemming Company was at the time making its last appearance in Sydney after a long season and hundreds of people on going to the theatre found it in darkness and a notice posted stating that Mr Brough had taken his last farewell not only of the people—who loved him so well, and on whom he in his turn had for so many long years lavished all his art as an actor and his genius as a theatrical manager—but of the great world in which he had lived and labored for upwards of half a century. Mr Brough died in a private hospital in Darlinghurst-road. The event was not altogether unexpected. It had been known for several days that he was practically in extremis, and that little short of a miracle would see him restored to health. He had been ailing for full a year. No actor has gained a more permanent abiding place especially in the hearts of Australian playgoers. He and Mrs Brough had been amongst the most popular figures of the stage in that part of the world, ever since 1885. Mr Brough had in his time played many parts—some years ago he told an interviewer that he and Mrs Brough played no less than 250 each—and he had added materially to the list since that date. The funeral was very largely attended by many prominent people.

FIRE AT CANTON.

Ten Houses Destroyed.

(From Our Correspondent.)

CANTON, May 13.

A fire broke out at 4.30 a.m. on May 11 in a druggist's shop in Ngai Kiang Street, outside the city of Canton.

Ten houses were destroyed before the fire was extinguished.

WEATHER REPORT.

The following notice is issued by Mr Figg of the Hongkong Observatory:—

On the 14th at 12.50 p.m. The barometer has fallen over E. Japan, owing to the depression which is passing to the Pacific off the North of Japan.

Pressure is inclined to give way again over China.

Gradients are gentle, and light E. and S.E. winds are indicated in the Formosa Channel and the N. part of the China Sea.

Forecast:—light S.E. winds; fair; Rabbling it in.

Old Skimm—"Huh! So you want to marry my daughter, eh?"

Young Man—"Well, I guess that's about the size of it."

Old Skimm—"Um—yes. Can you support her in the style to which she has been accustomed?"

Young Man—"I can—but I'm not mean enough to do it."

SPRAINED ANKLE, STIFF NECK, LAM SHOULDER.

THESE are three common ailments for which Chamberlain's Pain Balm is especially valuable. If promptly applied it will save you time, money and suffering when troubled with any one of these ailments. Sold by all chemists and druggists.

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Hongkong, April 12, 1906. 703

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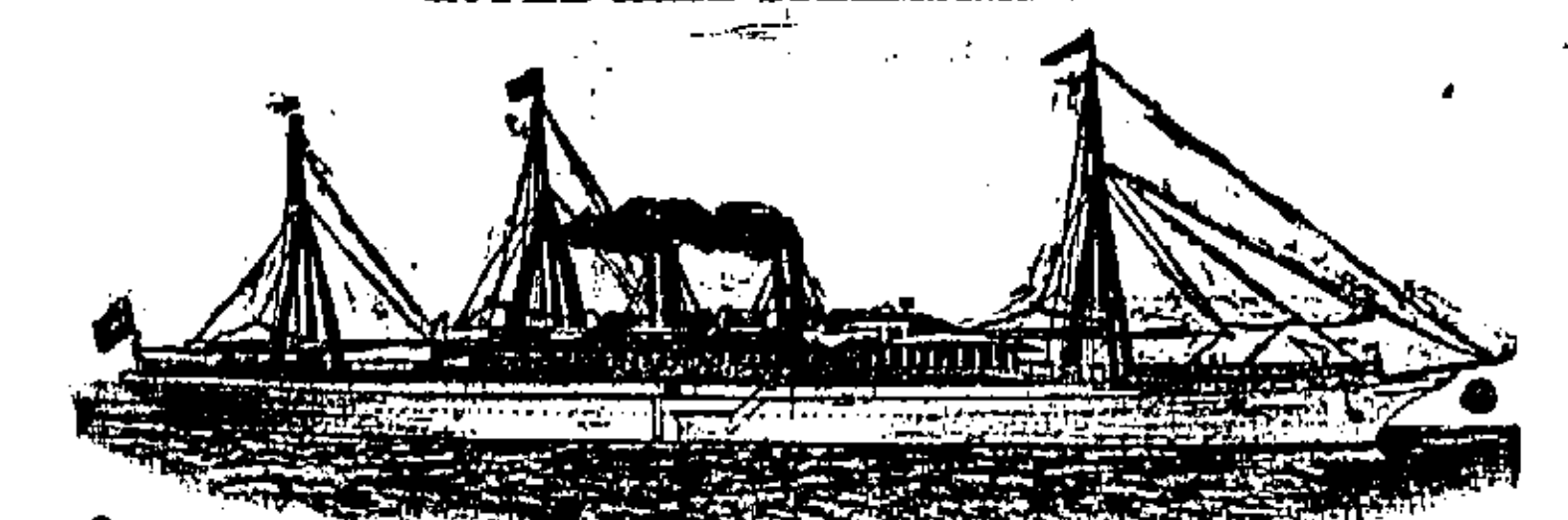
PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY

WILL despatch VESSELS to the Undermentioned PORTS on the DATE named—

PORTS	VESSELS	TO SAIL ON	REMARKS
YOKOHAMA, VIA SHANGHAI, PESHAWAR, MOJI AND KOBE	E. SPICER, R.N.R.	About 16th May	Freight only.
SHANGHAI	OCEANA, 7000 tons	About 17th May	Freight and Passage.
LONDON, &c.	DELHI, 8000 tons	Noon, 18th May	See Special Advertisement
LONDON & ANTWERP, VIA SUEZ, PANAMA, COLON, AND PORT SAID	CEYLON, J.D. ANDREWS, R.N.R.	About 23rd May	Freight and Passage.

E. A. HEWETT, Superintendent

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PROPOSED SAILINGS.	(Subject to Alteration.)
R.M.S. TARTAR	4425 Tons WEDNESDAY, May 23, 1906
EMPERESS OF CHINA	6000 Tons WEDNESDAY, May 30, 1906
EMPERESS OF INDIA	6000 Tons WEDNESDAY, June 20, 1906
ATHENIAN	3882 Tons WEDNESDAY, June 27, 1906
EMPERESS OF JAPAN	6000 Tons WEDNESDAY, July 11, 1906
MONTEAGLE	5000 Tons WEDNESDAY, July 18, 1906

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R.M.S. MONTEAGLE, TARTAR and ATHENIAN Carry INTERMEDIATE Passengers only. Intermediate rates, affording superior accommodation for that class. Passengers booked through to all principal ports and AROUND THE WORLD. SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

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PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

DESTINATIONS	STEAMERS	SAILING DATES
MARSEILLES, LONDON	AWA MARU, Tons 6,300, Capt. N. Trent	WEDNESDAY, 16th May, at Daylight
AND ANTWERP, Via SINGAPORE, PENANG, COLOMBO AND PORT SAID	SANUKI-MARU, Tons 6,100	WEDNESDAY, 30th May, at Daylight
VICTORIA, B.C. AND SEATTLE, WASH., Via SHANGHAI, MOJI, KOBE AND YOKOHAMA	KAGA MARU, Tons 6,301	TUESDAY, 29th May, at 4 p.m.
SYDNEY AND MELBOURNE, Via MANILA, THURSDAY ISLAND, TOWNS, VILLAGE AND BRISBANE	YAWATA MARU, Tons 3,817, Capt. Mathieson	FRIDAY, 18th May, at 4 p.m.
BOMBAY, Via SINGAPORE AND COLOMBO	NIKKO MARU, Tons 6,538, Capt. R. W. Howell	FRIDAY, June 15, at 4 p.m.
NAGASAKI, KOBE AND YOKOHAMA	YAKATA MARU, Tons 6,161	TUESDAY, May 22, at Noon
KOBE AND YOKOHAMA	NIKKO MARU, Tons 6,538, Capt. E. W. Haswell	WEDNESDAY, 16th May, at Noon
KOBE AND YOKOHAMA	YAWATA MARU, Tons 3,817, Capt. W. Thompson	WEDNESDAY, 6th June, at Daylight

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For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office in Prince's Buildings, First Floor, Chater Road.

A. S. MIHARA, Manager.

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28,000 TONS
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Sailing Dates Subject to Change.

STEAMSHIP	Captain	On	At
MINNESOTA	Captain J. H. RINDER	On TUESDAY, 12th June	at Noon
DAKOTA	Captain E. FRANKS	On SATURDAY, 21st July	at Noon

Direct connections at Seattle with Great Northern and Northern Pacific Railways for all points in the United States and Canada; also with Atlantic Steamship Lines for all points in Great Britain and on the Continent.

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Trans-Pacific Cabin passengers may travel by rail if desired between ports of Yokohama, Kobe and Nagasaki, without extra charge.

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EUROPEAN SERVICE.

FROM	STEAMERS	TO SAIL
GLASGOW AND LIVERPOOL	EMPEROR	17th May
GLASGOW AND LIVERPOOL	DOOMER	23rd "
GLASGOW AND LIVERPOOL	ALAN	31st "
GLASGOW AND LIVERPOOL	MEMOR	7th June
GLASGOW AND LIVERPOOL	STENTOR	7th "
GLASGOW AND LIVERPOOL	PROMETHEUS	14th "
GLASGOW AND LIVERPOOL	PATROCLOS	14th "
GLASGOW AND LIVERPOOL	PING SUY	21st "
GLASGOW AND LIVERPOOL	ANTOR	28th "

HOMEWARDS.

FROM	STEAMERS	TO SAIL
GENOA, MARSEILLES & LIVERPOOL	CALCHAS	20th May
AMSTERDAM, LONDON & ANTWERP	HOVINE	22nd "
AMSTERDAM, LONDON & ANTWERP	BOCAZON	28th June
AMSTERDAM, LONDON & ANTWERP	BOCAZON	19th "
GENOA, MARSEILLES & LIVERPOOL	LYXOR	22nd "
AMSTERDAM, LONDON & ANTWERP	ALAN	3rd July
LONDON, AMSTERDAM & ANTWERP	PROMETHEUS	17th "
GENOA, MARSEILLES & LIVERPOOL	PATROCLOS	20th "
LONDON, AMSTERDAM & ANTWERP	PING SUY	31st "

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FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, AND PACIFIC COAST PORTS, VIA NAGA-SAKI, KOBE & YOKOHAMA	STENTOR	10th June
From TACOMA, SEATTLE, VICTORIA AND PACIFIC COAST	KEKUN	18th June

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MANILA
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Steamship	Tons	Captains	For	Sailing Dates
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S.S. ANGLO SAXON.....Beginning of July.

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THE Steamship FLINTSHIRE, 8,435 Tons, will be despatched for LONDON on or about SATURDAY, the 2nd June to be followed by S.S. VINE BRANCH, 3442 tons.

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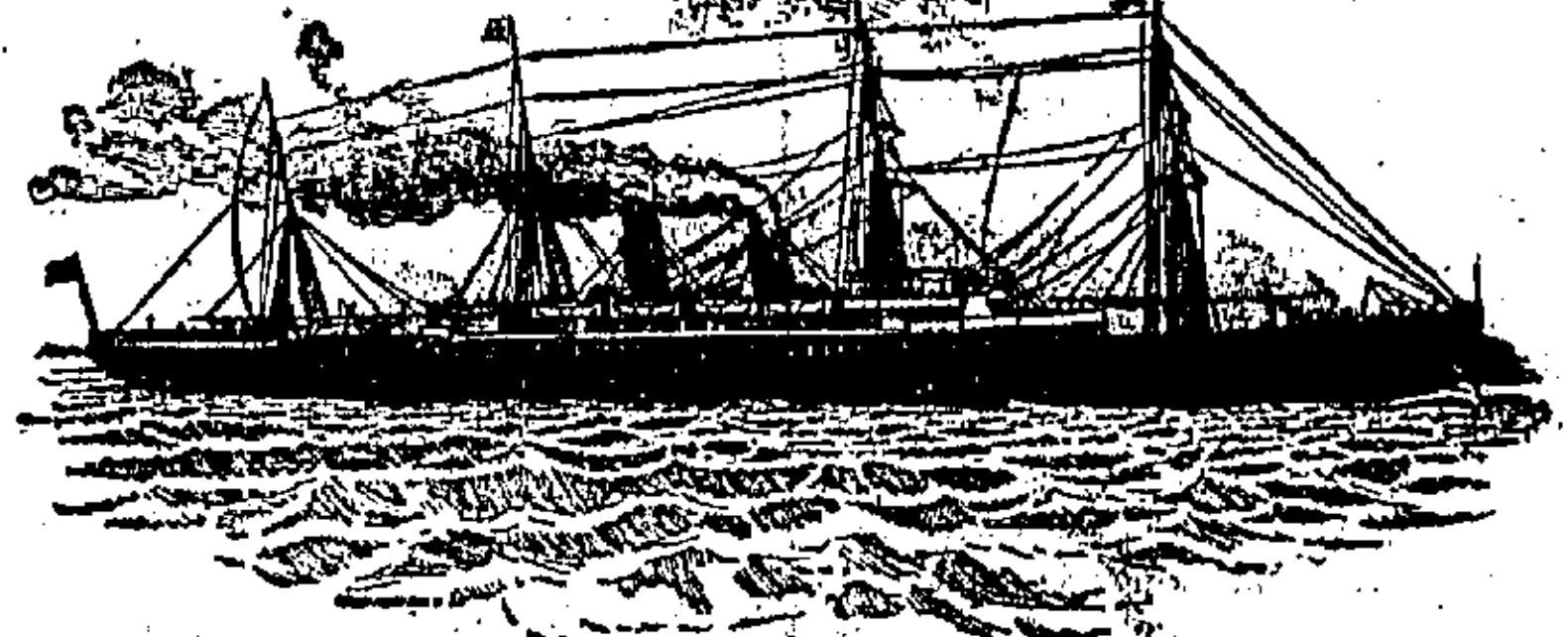
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SIBERIA	18,000 Gross Tons	FRIDAY, 18th May, at Noon
AMERICA MARU	11,000	FRIDAY, 25th May, at Noon
MONGOLIA	10,000	TUESDAY, 5th June, at Noon
CHINA	10,000	TUESDAY, 12th June, at Noon
NIPPON MARU	11,000	TUESDAY, 19th June, at Noon
DORIC	8,500	TUESDAY, 26th June, at Noon
MANCHURIA	27,000	FRIDAY, 6th July, at Noon
HONGKONG MARU	11,000	TUESDAY, 17th July, at Noon
KOREA	18,000	TUESDAY, 24th July, at Noon
OPTIC	9,000	FRIDAY, 24th July, at Noon

* Twin Screws.

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THE P. M. Steamship SIBERIA will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, (INLAND SEA), KOBE, YOKOHAMA and HONOLULU, on FRIDAY, the 18th May, 1906, at Noon, taking cargo for Japan and the United States.

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STEAMSHIP	Tons	Captain	To SAIL
ARABIA	4488	MEYERSTEIN	May 22, at Daylight
ARAGONIA	5198	ERSET	June 11, at Daylight
NICOMEDIA	4370	WAGHEMAN	June 21, at Daylight
NOMANTIA	4370	FELOTHMAN	July 14, at Daylight

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to
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MAIZURU MARU, Capt. MURIN	4488	MEYERSTEIN	May 22, at Daylight
DAVIN MARU, Capt. Sato	5198	ERSET	June 11, at Daylight
AKASHI MARU, Capt. K. Uchida	4370	WAGHEMAN	June 21, at Daylight
DAIGI MARU, Capt. S. Tagami	4370	FELOTHMAN	July 14, at Daylight
SHOSHU MARU, Capt. Nemoto	4370	FELOTHMAN	July 14, at Daylight

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VIA
MOJI, KOBE AND YOKOHAMA.

Steamship	Tons	Captain	To SAIL
FREMONT	9806	T. W. Garlick	28th May
LYRA	4417	G. V. Williams	3rd July
SHAWMUT	8698	E. V. Roberts	27th July
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DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY & FOOCHEW.
THE Company's Steamship HAITAN, Captain J. S. ROACH, will be despatched for the above Ports on TUESDAY, the 15th May, at 10 a.m.

For Freight or Passage, apply to
DOUGLAS, LARRAIK & Co., General Managers.
Hongkong, May 11, 1906.

MESSAGERIES MARITIMES

FRENCH MAIL STEAMERS.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, AUSTRALIA, ADEN, EGYPT, MARSEILLE, LONDON, HAVRE, BORDEAUX, MEDITERRANEAN AND BLACK SEA PORTS.

THE Steamship POLYNESIEN, Captain BROC, will be despatched for MARSEILLES on TUESDAY, the 15th May, 1906, at 12 noon.

Passage Tickets and through Bills of Lading issued for above ports, and for Australia with prompt transhipment at Colombo.

* Cargo also booked for principal places in Europe.

Next Sailings will be as follows—
S.S. CALIPSONMay 29, 1906.
S.S. SALAZARJune 12, 1906.
S.S. OCEANUSJune 26, 1906.
S.S. TOURNAIJuly 10, 1906.
S.S. TONKINJuly 24, 1906.

G. DE HAMPEAUX, Agent.
Hongkong, May 1, 1906.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship DELHI, Captain J. D. ANDREWS, will be carrying His Majesty's Mails, will be despatched from this for BOMBAY, on SATURDAY, the 19th May, at Noon, taking Passengers and Cargo for the above Ports in connection with the Company's S.S. India, 7,911 tons, from Colombo. Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuable, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Manilla and London; other cargo for London, &c., will be conveyed from Bombay by the R.M.S. Persia, due in London on the 1st July, 1906.

Parcels will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required.

For further Particulars, apply to
E. A. HEWETT, Superintendent.
Hongkong, May 8, 1906.

IMPERIAL GERMAN MAIL LINE.
NORDDEUTSCHER LOYD, BREMEN.

FOR MANILA, SIMPSONHAFEN, FRIEDRICH WILHELMSHAFEN, HERBERTSHOF, MATUPU, BRISBANE, SYDNEY & MELBOURNE.

THE Steamship WILLEHAD, Captain ORNSTADT, will leave for the above places on TUESDAY, the 29th May, at Noon.

This splendid Steamer is specially fitted for Passengers and is installed throughout with Electric Light.

A duly qualified Surgeon and Stewardess are carried.

For Freight or Passage, apply to
NORDDEUTSCHER LOYD, Agents.
Hongkong, May 10, 1906.

EASTERN STEAMSHIP SERVICE TO NEW YORK.
Via PORTS AND SUEZ CANAL.
With Liberty to Call at MALABAR COAST.

PROPOSED SAILINGS FROM HONGKONG.

STEAMSHIP	To SAIL
SATSUMA	About 22nd May
SIKH	About 5th June
WRAV CASTLE	To follow

For Freight and further information, Apply to
DODWELL & CO., LTD., Agents.

FOR SYDNEY AND MELBOURNE.
(Calling at MANILA, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE.)

THE Steamship EASTERN, Captain POWELL, will be despatched for the above Ports on SATURDAY, the 2nd June, at Noon.

This well-known Steamer is specially fitted for Passengers and has a Refrigerating Chamber, which ensures the supply of Fresh Provision, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—To ensure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to
GIBB, LIVINGSTON & CO., Agents.
Hongkong, April 30, 1906.

REGULAR STEAMSHIP SERVICE TO NEW YORK.
Via PORTS AND SUEZ CANAL.
With Liberty to Call at MALABAR COAST.

PROPOSED SAILINGS FROM HONGKONG.

STEAMSHIP	To SAIL
SATSUMA	About 22nd May
SIKH	About 5th June
WRAV CASTLE	To follow

For Freight and further information, Apply to
DODWELL & CO., LTD., Agents.

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